

FLD 352

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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Ch'ongjin Railway Bureau

1. On 10 May 1953 the Ch'ongjin Railway Bureau was at EB-670267 in a wooden office building with a tin roof camouflaged with dirt. A receptionist allowed only authorized visitors to enter the building. At the rear of the building a tunnel dug into the hill housed the offices of the chief of the Bureau and the staff members.
2. The Railway Bureau handled personnel, planning, installations, and other administrative functions for the North Hamgyong area railway system from Songjin Station north. In May 1953 the Bureau consisted of approximately 20 persons, including the following:
  - a. KIM Yong-hwan (6855/7893/3562), aged 50, a native of Kilchu, was Bureau chief. He had served in the railway administration for 30 years and was considered a competent and valuable man by the Korean Railway Administration. He was a Korean Labor Party (KLP) member, had a personal car, and always carried a pistol. He was popular and trusted by the general public.
  - b. HO Su-kuik (6079/4423/2817), aged 30, was the chief of the KLP cell in the Bureau. An ex-convict, HO succeeded in becoming a KLP member.
  - c. PAK Sun-kum (2613/7311/6930), aged 28, was propaganda official in the cell. A zealous KLP member, she was also active in the KLP Headquarters of the city and of the province.

Ch'ongjin Railway Line Protection Division

3. On 10 May 1953 the Ch'ongjin Railway Line Protection Division was at Panjuk-tong (EB-666284) in an office building 8 meters long, 4 meters wide, and 2.5 meters high. A dormitory was immediately north of the office building and approximately 20 meters west of the main railway line. Both the office building

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and the dormitory had tin roofs and walls constructed from railroad ties.

4. Members of the Line Protection Division used jeep-like gasoline cars. When their tools and other materials for repairing railroad lines were not in use, they were stored in an air raid shelter behind the office building. Ten stacks of rails, ties, and other materials were camouflaged with grass approximately 1,000 meters northwest of the office on the north side of the railway tracks.
5. The Line Protection Division maintained rail lines between the Chuuronjang IN 41-35, E 129-37) (EB-5103) Railway Station and the Komusan (N 42-07, E 129-42) (EB-5862) Railway Station. At each railway station there were about 10 Line Protection Division staff members who trained the members of the division, inspected, and supervised the line works. One of the staff members was KIM Hosu (6855/3185/3178), aged 30, a native of Musan-gun (N 42-05, E 129-22) (EB-3059). KIM was a zealous KLP member who had served with the Railway Bureau for a considerable length of time.
6. On 10 April 1953 about 60 technicians representing each station of the Line Protection Division arrived at the Ch'ongjin Station to attend a meeting to discuss rail repair work. During an air raid on the city these men were killed, resulting in a major loss to the Railway Bureau.

#### Ch'ongjin Railway Station

7. On 30 May 1953 the Ch'ongjin Railway Station was at EB-670266 in a tunnel at the foot of a hill 50 meters high. The tunnel had two entrances 4 meters apart which were 2 meters high and 1.5 meters wide. Fifteen meters into the hill the tunnel opened into a room 5 meters square and 2 meters high which served as the booking office and staff members room. There was one telephone in the room. The station master, assistant master, chief of the KLP cell, and railway inspectors used another room 4 meters square. In the station master's room there was a ceiling-high safe and two telephones, one for communication with other railway stations, one for communications with other organizations.
8. In May 1953 approximately 30 men were employed in the Ch'ongjin Station, including the following:
  - a. CHANG Ki-suk (1728/1569/3219), aged 20, a native of Ch'ongjin, was a booking officer. She was a KLP member.
  - b. CHANG Tong-ik (1728/2639/4135), aged 35, a native of Kyongsong (N 41-16, E 129-50). He was a KLP member who had engaged in Communist activity during the Japanese occupation.
  - c. KANG Sam-kil (1660/0005/0679), aged 40, a graduate of the Hoeryong Commercial School, was assistant station master. KANG was an experienced railroad man having served as a railroad employee during the Japanese occupation. He was a passive follower of Communism.
  - d. KIM Ch'un-sop (6855/2504/3610), aged 26, KLP member, was a ticket checker.
  - e. PAK Kun-ho (2613/2704/3185), aged 28, KLP member, was a baggage checker.
  - f. YI Won-chun (2621/0337/ ? ), aged 25, a native of Kilchu, was a booking officer. He was a zealous KLP member.

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9. The Ch'ongjin Railway Station handled passengers and freight only from Ch'ongjin northward. The station was allotted only 90 passenger tickets which were sold in order of priority to special officials, including officials of the Ministry of the Interior and its affiliates, members of KLP organizations, and North Korean Army personnel. Next in priority were general officials, including other government officials. Since the tickets were sold to the general public on a first come, first serve basis, passengers waited in line to buy tickets from approximately 4 hours prior to departure time. Tickets were so difficult to purchase that many passengers dealt illegally with officials or station employees. In order to purchase a ticket, government officials were required to have their credentials and travel certificates issued by their organizations. General passengers needed a citizenship card and a travel permit issued by the police. The station booking officer placed a seal on the travel certificate. At the station platform passengers' belongings and tickets were inspected by military police, civilian police, railway inspectors, and officials from the provincial or city prosecutor's office. Each official checked passengers attached to his own organization.
10. The Ch'ongjin Railway Station freight was handled in Panjuk-tong at EB-646284. Incoming freight usually consisted of such grains as millet, beans, sorghum, corn, and Annam rice, all imported from Manchuria. There was also lumber from the Musan area. Outgoing freight consisted of sea products, bean-oil, and scrap iron. The freight trains ran at night on irregular schedules.
11. In May 1953, because of air attacks, there were just three sets of railroad tracks. The station area was surrounded by barbed wire. In the railroad yard were three old locomotives which had been used during the Japanese occupation and two Czechoslovakian locomotives.

#### Ch'ongjin Roundhouse

12. In May 1953 the Ch'ongjin branch roundhouse was at EB-668256, the site of the former Ch'ongjin main roundhouse prior to 25 June 1950. When the buildings of the main roundhouse were burned as a result of air attacks, the main roundhouse was moved to the Chinhwa Railway Station (EB-2573), Musan-gun. Materials salvaged from the old buildings were used to build a new roundhouse 30 meters long and 20 meters wide. The new building was also used as a dormitory for the employees. Since there were no safe air raid shelters near the branch roundhouse, in event of an air attack employees went toward Ch'onma-san (EB-676255).
13. The chief of the branch roundhouse was YI Yong-song (2621/3057/2052), aged 40, a native of Pukch'ong (N 40-15, E 128-19) (DV-4255). YI was formerly an engine fireman. He was a zealous KLP member and served as an active partisan when the United Nations forces advanced north. There were eight other employees at the branch roundhouse who inspected locomotives arriving at the Ch'ongjin Railway Station, supplied coal and water for the locomotives, and checked passenger and freight cars. They also guarded coal piles along the railroad lines and the ties scattered in the station yards. The area was patrolled by a guard armed with a Czechoslovakian rifle.

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